



**THE big transport Grant** after an uneventful trip from San Francisco arrived early yesterday morning and was docked at the Pacific Mail wharf where she is taking coal and discharging freight for the United States. The vessel will sail for Manila at noon today and as nearly all her cargo was in last night, she will likely leave on time.

The Grant has a very large cargo of stores for Manila and her cabin to this port was well filled. Besides the several passengers for Honolulu there are sixty-two through passengers for Manila. Among the number are fifteen surgeons for duty in the hospital and three members of the Treasury Department going to Manila to act as an Auditing Board for the port. Lieutenant Commander W. H. A. Brown, U. S. A., is a through passenger for Manila.

Captain Brewster, the new commandant of the Grant, was formerly first officer in the vessel. He is a son-in-law of S. B. Rose of this city, and is well known and popular in San Francisco.

The transport Warren departed for San Francisco yesterday afternoon. Several of the passengers that were on her when she arrived here are still here. Two of them were put off by the quartermaster in charge for certain reasons given in another column of this issue, and the others, among whom were several sailors and soldiers arrived at the wharf too late to get aboard the vessel. Nearly every transport leaving here of late has left several of the ship's company in Honolulu and nearly every one who is left, is left on account of having been put up to leave a little time before sailing. This being the case it is hard for them to get away again as the quartermaster here does not like the idea of furnishing transportation for people who are so foolish as not to be able to look out for themselves. There are still several men here who were left by the horse transports lately and of the men who were left here yesterday it is not possible to say at present how they will get to San Francisco or how they will be looked out for while they are here.

Besides the Grant and the Mikahala which left for Kaula yesterday afternoon, the only other departure was that of the German ship Hackfeld which left in ballast for the Sound to load wheat. The barkentine S. S. Wilder is loaded and waiting for the outcome of the case against her mate in the police court to be settled before she sails. The friends of Mrs. Benson are legion and they are doing all in their power to have matters settled so that the man will be left with a fine. Benson is alleged, while drunk struck Policeman Needham with a bottle and badly injured him. Until this trouble he had always borne a splendid reputation and on the Coast he has a family consisting of a wife and several children. It is probable that if the trouble is not settled this morning that the Wilder will get another mate and sail this afternoon.

**The Hanalei Ready.**  
Captain J. S. Green, formerly of the Waiola, writes from San Francisco that the new steamer Hanalei had her machinery all in and that the carpenters were putting the finishing touches to her woodwork. He expected to leave for Honolulu with the vessel about the first of February. Before starting home with the Hanalei Captain Green will be married and his wife will accompany him on the voyage. Purser M. M. Taft, who is at present visiting his relatives in Alameda, will also return in the new steamer. Taft writes that on his birthday which was celebrated soon after his arrival home, he was presented by his father with a share in a new vessel owned by him, father, and at the time of the writing he felt like a bloated capitalist, as he had just received his share of the earnings of the vessel.

**Tried to Smuggle.**  
Several of the Customs Inspectors on the Pacific Mail wharf had little unpleasantness with a man from town and a couple of men from the transport Grant yesterday afternoon. It was all on account of the fact that the customs officers insisted in investigating packages that were being taken ashore. One man who said he was from the quartermaster's office in town was stopped and asked what was in a package he was carrying. He said it was a package that the quartermaster had sent him to the ship for. On being opened the package was found to contain several hundred Manila cigars. They were seized and taken to the custom house. Two of the ship's company were found to have large numbers of Manila cigars secreted about their persons in original packages and these two were seized. The men raised a regular row but were told that they were breaking the law and were liable to arrest, and so they made a hasty retreat. Since the attempt at wholesale smuggling of gin several months ago from one of the transports this is the first time that the officials have had trouble to amount to anything with any of the army vessels.

**The Inspectors Arrive.**  
The long looked for inspectors of hulls and boilers have at last arrived and will soon start in on their work of examining the men and vessels of the island fleets. Carl F. Lehner, the boiler inspector, is well known here, and for many years was the first assistant engineer on the steamer Mariposa. From that vessel he was made chief engineer of the Spreckels tug Relief and later went to the old Fearless which is now the Navy tug Iroquois. When the government inspectors went to look at the vessel, Lehner was greatly complimented by the navy men on the splendid condition in which they found everything in and about the engine room. When the Fearless was sold Lehner was given the appointment he now holds as United States Inspector of boilers.

Captain G. H. Whitney is a well-known shipmaster of San Francisco. For many years he was commander of the steamer Weott running on the Coast. The inspectors will be fitted out with an office in the custom house where they will carry on their business as far as possible. Their work will begin very soon now, especially the inspection of the hulls and boilers of the vessels making up the island fleets. The examination of the men who apply for papers will come later.

It is proposed that before the examinations are held that the inspectors make trips around the islands to see the difficulties under which the vessels are operated and it is thought that this will greatly aid the inspectors in making up their standard of what is necessary for a man to know to be permitted by law to operate a vessel in these waters.

From what has been learned of the two inspectors from men in the merchant marine now here and who have passed before them it is said that they are very particular in their examinations and will not let a man or a vessel pass unless sure there can be no doubt of their fitness.

**Captain Thwing will Entertain.**  
As soon as the steamer John S. Kimball is finished discharging her cargo there will be an evening concert given aboard the vessel by the captain, to introduce his ship to the people of Honolulu. The Kimball is as well arranged for the accommodation of passengers as any of the larger steamers that ply between this port and San Francisco, in fact her state-rooms are much more commodious. The vessel is not such a very small one as people generally suppose, although she is not of the size of the big mail steamers touching here. She has ample room for one hundred and twenty-five cabin passengers and social hall, smoking room and baths. Already there have been several passengers booked for the trip to San Francisco on the Kimball, and it has been decided that instead of taking passengers here and then going to Kaula to load, she will load at the latter port first and then return here to take her passengers.

**Sea Captain Accused.**  
If the story told by several of the crew of the big British ship Falls of Garry be true, there is liable to be trouble for Captain Broadfoot, the commander of the vessel. It is said that on the way here from Newcastle one of the sailors fell overboard and that the attempt made to save him was futile, on account of the time taken in getting assistance to the poor fellow.

One of the sailors of the Garry told the following story to a Republican reporter yesterday. It was vouched for by others but as the captain could not be seen, his side of the story could not be obtained.

"Two or three days before Christmas, early in the morning, we were sailing along at a good rate, and a Frenchman, one of the first mate's watch fell overboard from the railing of the vessel. He clung for a moment to a piece of rope that was hanging from the side of the vessel but the speed at which we were going caused him to let go his hold and he was soon astern. The quartermaster at the wheel was the only man who saw the fall and he hung out that a man was overboard. The ship was making good speed and the man was soon astern. He was a powerful swimmer and struck out to follow the ship. Orders were given to shorten sail and bring the vessel about, but no orders were given for the lowering of a boat. No one thought to throw the man a buoy and he was watched until out of sight. About an hour after he fell into the water a boat was lowered and a careful search made for him out with-out avail. The boat was in charge of the mate. It returned to the ship and the vessel proceeded on her way. On arrival here it was reported that a man had died and been buried at sea, but no further report was made of the death of the Frenchman.

Besides the slowness of the captain to have assistance sent to their companion in the water the sailors complain of the lack of good food and say that the cause for the sickness of the two men who were being treated when the vessel arrived was on account of the want of proper nourishment. The loss of the man overboard and the sickness of the other two

**TIDES, SUN AND MOON.**

DAY	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	
	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	
Mon.	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	2	3	4
Tues.	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	2	3	4
Wed.	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	2	3	4
Thur.	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	2	3	4
Fri.	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	2	3	4
Sat.	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	2	3	4
Sun.	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	2	3	4
Mon.	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	2	3	4

First Quarter of the Moon on the 26th at 11.25 P. M.

**OAHU RAILWAY AND LAND CO.**

**TIME TABLE**

From and After January 1, 1901

Stations	Daily	Daily	Daily	Daily	Daily
Honolulu	8:00	8:15	8:30	8:45	9:00
Waikiki	8:15	8:30	8:45	9:00	9:15
Waialae	8:30	8:45	9:00	9:15	9:30
Waimanalo	8:45	9:00	9:15	9:30	9:45
Wahiawa	9:00	9:15	9:30	9:45	10:00
Kahuku	9:15	9:30	9:45	10:00	10:15

**TIME TABLE**

From and After January 1, 1901

Stations	Daily	Daily	Daily	Daily	Daily
Honolulu	8:00	8:15	8:30	8:45	9:00
Waikiki	8:15	8:30	8:45	9:00	9:15
Waialae	8:30	8:45	9:00	9:15	9:30
Waimanalo	8:45	9:00	9:15	9:30	9:45
Wahiawa	9:00	9:15	9:30	9:45	10:00
Kahuku	9:15	9:30	9:45	10:00	10:15

The W. G. Hall Hustling.  
The steamer W. G. Hall is expected in from Kaula this morning with a full load of sugar, which she will discharge and then sail again in the evening for Kaula. There is at present a great demand for sugar in Honolulu, as several vessels are waiting for loads and the Hall is doing double duty this week. The Mikahala which left here last evening for Kaula will also make two trips in the week. This hurrying of the two big Kaula steamers, is partly on account of the laying up of the Waiola for an overhauling and the absence of the Keauhou which was sent to Hawaii with the Porto Ricans and has not yet returned, although she is expected with a full load of Hamakua sugar at any time now. On account of the rough weather she has been detained on the coast. Under ordinary circumstances she would have arrived here yesterday from Hawaii.

**SHIPPING NOTES.**  
The bark St. Katherine, Captain Saunders, will in future run between San Francisco and Hilo.  
The inspectors of hulls and boilers will be given office room in the office at the corner of Allen and Fort streets occupied by Weigher R. M. Macanney.  
The steamer Nihau arrived from Kaula yesterday with 6,000 bags of sugar which went into the Kaula and Aiden Bessie. The weather on the Garden Isle is reported fair, but crossing the channel the sea was rough. There were over forty thousand bags of sugar ready for shipment on Kaula when the Nihau left.

**ARRIVED.**  
Thursday, January 24.  
U. S. A. T. Grant, Bruguerie, from San Francisco; 4500 tons commissary supplies, casuals and cabin passengers for Manila.  
Str Nihau, Thompson, from Kaula; 6,000 sacks sugar for C. Brewer & W. G. Irwin.

**DEPARTED.**  
Thursday, January 24.  
O. & O. S. S. Gaelic, Finch, for the Orient.  
Ger ship Marie Mackfeld, Wuhmann, for Portland, load wheat for Queenstown.  
U. S. A. T. Warren, Frazier, for San Francisco.  
Str Mikahala, Pederson, for Makahewa.

**TO SAIL TODAY.**  
Str Helene on arrival of Steamer Zealandia from San Francisco for Paahau, Kaula, Okaia, Laupakohoe and Papaloa.  
U. S. A. T. Grant, Bruguerie, commissary casuals and cabin passengers for Manila at 12 o'clock noon.

**PASSENGERS ARRIVED.**  
Per U. S. A. T. Grant, from San Francisco, Jan. 24.—S. P. Bahrenberg and wife, C. F. Lehners and wife, G. H. Whitney and wife, G. D. Clagett, W. H. Moyer and 62 through passengers for Manila.  
Per str Nihau, from Kaula, Jan. 24.—B. Meyer.  
Bubonic plague is reported in Constantinople.

**Oceanic Steamship Co.**

**TIME TABLE.**

The steamers of this line will arrive & leave this port as hereinafter:

FROM SAN FRANCISCO.	FOR SAN FRANCISCO.
ZEALANDIA—San Fran.....	Jan. 25 Zealandia.....
Sonoma.....	Jan. 29 Sonoma.....
Zealandia.....	Mar. 2 Mariposa.....
Mariposa.....	Feb. 9 Alameda.....
Sierra.....	Feb. 12 Zealandia.....
Ventura.....	Mar. 12 Ventura.....

In connection with the sailing of the above steamers the agents are prepared to issue, to intending passengers COUPON THROUGH TICKETS by any railroad from San Francisco to all points in the United States, and from New York by any steamship line to all European ports.

FOR FURTHER PARTICULARS APPLY TO

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LIMITED

GENERAL AGENTS OCEANIC S. S. CO.

**Canadian Australian Royal Mail Line.**

Steamers of the above line, running in connection with the CANADIAN PACIFIC RAILWAY COMPANY between Vancouver, B. C., and Sydney, N. S. W., and calling at Victoria, B. C., and Honolulu, and Brisbane, Q., are

**DUE AT HONOLULU**

On or about the dates below stated, viz:

From Vancouver and Victoria, B. C., or Brisbane, Q., and Sydney, N. S. W.	For Victoria and Vancouver, B. C., or Brisbane, Q., and Sydney, N. S. W.
MOWEROA.....	Jan. 19 WARRIMOO.....
WARRIMOO.....	Feb. 16 MOWEROA.....
MOWEROA.....	March 13 WARRIMOO.....
WARRIMOO.....	April 10 MOWEROA.....
MOWEROA.....	May 8 WARRIMOO.....
WARRIMOO.....	June 5 MOWEROA.....
MOWEROA.....	July 3 WARRIMOO.....
WARRIMOO.....	Aug. 1 MOWEROA.....

THROUGH TICKETS issued from Honolulu to Canada, United States and Europe.

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GENERAL AGENTS.

**Pacific Mail S. S. Co.**

Occidental and Oriental S. S. Co. and Toyo Kisen Kaisha

Steamers of the above Companies will call at Honolulu and leave this port on or about the dates below mentioned:

For JAPAN AND CHINA.	For SAN FRANCISCO.
HONGKONG MARU.....	Jan. 31 DORIC.....
CHINA.....	Feb. 8 NEPPON MARU.....
DORIC.....	Feb. 16 RIO DE JANEIRO.....
NEPPON MARU.....	Feb. 26 COPTIC.....
CHINA.....	March 1 AMERICA MARU.....

FOR GENERAL INFORMATION APPLY TO

**H. Hackfeld & Co., Ltd.**

Agents.

**American-Hawaiian S. S. Co.**

S. S. HAWAIIAN will be dispatched from New York on or before Jan. 15th from San Francisco, en route to Honolulu. To be followed by S. S. OREGONIAN, March loading.

Freight received at the Company's wharf, Forty-second street, South Brooklyn, at all times.

Freight received at Company's wharf, Forty-second Street, South Brooklyn, at all times.

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